



US Army Corps
of Engineers
Tulsa District

TULSA DISTRICT RECORD

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Towboat Mister Pat, work barge, mounted crane and crewmembers remove debris from the bottom of the Arkansas River after one the towboat Robet Y. Love's two empty barges slammed into the I-40 bridge support piers, collapsing the bridge.

Picture by Alicia Embrey, Public Affairs Office

Corps responds to bridge tragedy

The busy Memorial Day weekend turned disastrous when the Robert Y. Love towboat guiding two empty 490-foot barges upriver near Webbers Falls, Okla. veered 300 feet from the navigation channel, Sunday, May 26. One of the two barges slammed into a support pier on the west side of the I-40 bridge.

Within seconds of the crash, 580 feet of the east/westbound Interstate bridge over the Arkansas River collapsed, sending tons of concrete 60 feet into the churning waters below.

Moments later, ten vehicles plunged into the river, killing 14 people and injuring five. Tulsa District employees rushed to the scene assisting in the rescue and recovery efforts that lasted four days.

According to Oklahoma Department of Transportation's Public Affair Office, the bridge will take six months to rebuild and cost over \$10 million dollars. The Webbers Falls barge-bridge accident is marked as the third deadliest of its kind in the nation.

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Commander's Column

On Sunday, May 26 a privately owned barge rammed the I-40 bridge near Webber's Falls causing structural failure.

Our fellow employees out of the Robert S. Kerr area office responded immediately. The Tulsa District team recovered all of the vehicles and most of the victims from this tragedy, helping bring closure to the victim's families.

There was no griping about the hours involved from our employees, but rather, resolute determination to do the right thing under extremely stressful conditions.

The professionalism, can do attitude, and compassion of our employees was noted by all of the great Americans who worked diligently during the recovery operation.

It is an honor to serve our nation with all of you in the Tulsa District.



COL Robert L. Suthard, Jr.
District Commander

Tulsa District employees receive Commanders Awards

by Richard Freeman

Two Tulsa District realty specialists recently received Commander's Awards. Gary Sallee received the award from the Tulsa District commander, Col. Robert L. Suthard, for outstanding work in resolving a long-standing issue between the Oklahoma Department of Wildlife Conservation and the Oklahoma Military Department over the use of Camp Gruber in eastern Oklahoma. The two agencies have shared use of 35,000 acres for over 40 years, but disagreed on future co-use of the land. The wildlife department wanted to maintain the status quo, which allowed easy access to most of the area, and the military department wanted more control over access. Sallee formulated a solution to accommodate the interests of both parties resulting in

improved land management. He was also recognized for his work with agricultural, grazing, and wildlife management programs.

Dave Jones received the Commander's Award from the Southwestern Division commander, Brig. Gen. David F. Melcher, for participation on the Contingency Real Estate Support Team's mission in southwest Asia. Jones volunteered to leave his family and deploy to the Middle East to provide real estate support for the armed forces in "Operation: Enduring Freedom." Due to his superlative performance, often under less than ideal conditions, he secured all lease agreements in Kuwait in a timely manner.

Oklahoma Federal Executive Board Awards

May 6th Tulsa District nominees attended the Annual Employee of the Year Awards Banquet at Tinker Air Force Base. Nancy Crenshaw won the award for the Outstanding Diversity Contribution category. Also recognized were the following nominees in their respective categories: Kerri Stark, Clerical; Steve Nolen, Technical, Professional, Admin GS-9 and above; Cynthia Kitchens, Outstanding Customer Service; Becky Northern, Technical, Professional, Admin GS-8 and below; and David Combs, Supervisory.

Army Benefits Center's Customer Feedback Survey

Having problems with the Army Benefits Center web site? Pass on your concerns and problems using the customer survey on the ABC web site. Go to <https://www.abc.army.mil> and click on "Information." Next go to "survey" at the bottom of the page on the left side or use:

<https://www.abc.army.mil/Information/ABCSurvey/TakeTheSurvey.asp>

Your feedback is essential to the improvement of benefits services for all Army Federal Employees.



Tulsa District Record

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District Commander

COL Robert L. Suthard, Jr.

Public Affairs Officer

W. Ross Adkins

Editor

Alicia Embrey

Technical Assistance

Susan Satterfield

This work is for the birds

“To everything, there is a season. . .”

The wisdom of the Book of Ecclesiastes was set to music in the song, “Turn, turn, turn.” Members of a multi-agency management team may not have the wisdom of King Solomon at their disposal, but they wrestle with difficult decisions as they perform the seasonal balancing act to the tune of “Tern, tern, tern.”

Zink Island on the Arkansas River just below the skyline of Tulsa, Okla., is a popular nesting island for the endangered least terns. Without the protection of the surrounding water, the birds are threatened by people and predators able to reach them.

Pictures by Jim Randolph, Planning, Environmental, and Regulatory

by Mary Beth Hudson, Public Affairs Office

The Interior Least Tern Management Team spent months preparing for the annual arrival of interior least terns. The birds normally swoop in in early May, nest on barren sandbar islands during the summer, and fly away once their young have hatched and fledged, usually by August.

Management team members came from a variety of interested groups including the U.S. Fish and Wildlife Service, Oklahoma Department of Wildlife Conservation, Southwestern Power Administration, Oklahoma Municipal Power Authority, and the U.S. Army Corps of Engineers. The team’s purpose was to develop a comprehensive strategy to protect the terns during critical nesting periods and – at the same time – provide a balance with project purposes and operations.

Members of the management team worked together to assure that the birds were afforded the greatest protection possible while federal projects continued to fulfill their authorized purposes and agencies continued to meet mission mandates.

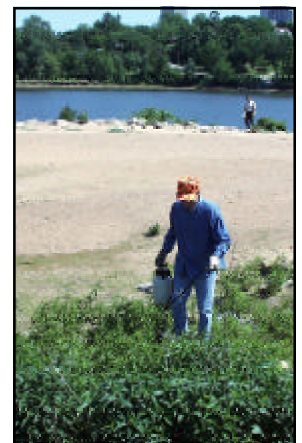
Historically, the least tern nested in sandy areas along riverbanks — habitat altered by civil works water resource projects.

In 1985, the USFWS added the interior population of least tern to the Endangered Species List. That listing gives the tern and its habitat protection from actions taken by federal agencies, including those made to meet primary project purposes.

The birds are known to nest below Texoma, Eufaula, Kaw, and Keystone Lakes. In 1998, the USFWS asked the Corps of Engineers to enter into consultation to address any impacts that operation of the Corps’ water resource projects might be having on the species. (See sidebar for results.)

Each May through August, Corps and USFWS personnel conduct multiple surveys of lengthy stretches of three river systems to evaluate and monitor habitat and nesting success and to determine allowable levels of discharge rates.

The interagency team has developed both short- and long-term strategies designed to provide the benefits of the federal water resource projects to citizens while protecting the birds and their habitat. Prudent short-term strategies comply with the



Project Team
Development leader,
Jeff London and U.S.
Fish and Wildlife
Service’s, Kevin Stubbs
spraying the vegetation
on Zink Island in
preparation for the
arrival of the least
terns.

Endangered Species Act, minimize immediate impacts to habitat during the nesting stage, and initiate steps to achieve long-term goals.

Short-term water manipulation and island preparation

Within a pre-approved range of operation determined with public safety and recreational use in mind, water in the affected Corps lakes will be manipulated to protect the birds’ habitat. Lake elevations will be monitored at all times to determine impacts on lake operations. In early spring, prior to the terns’ arrival, flows could be released to scour vegetation from and deposit silt and sediment on the banks, leaving sandy, gravel areas preferred for nesting.

When flows in the river become too low, as is the case when little or no power is generated, river levels drop to the point that nesting islands downstream of the lake landbridge. Without the protection of the surrounding water, the birds are threatened by people and predators then able to reach them. Supplemental flows are necessary until young terns fledge or become mobile enough to avoid predators. Where possible, hydropower release schedules will be modified to meet flow requirements for the terns, thereby gaining multiple benefits from the water’s use.

Along with the water manipulation, preparatory work is also done at some possible nesting sites to ensure habitat is in place when the birds arrive. That work can include spraying and discing to reduce vegetation.

Long-term look at islands

The long-term strategy is to provide suitable nesting habitat that won’t be adversely impacted by normal operation of water resource projects. Plans are for “safe” islands to be built up or constructed from dredged material for the birds to use during their stay.

So, in the future, when the endangered terns make their seasonal trip to this part of the country, they’ll find suitable, safe habitat thanks to the work of the state and federal, environmental, and corporate partners.

About the Birds

Appearance – Small birds with a black crown, snowy white underside and forehead, grayish back and wings, orange legs, and black-tipped yellow bill.

Habitat – From late April to August, use barren to sparsely vegetated sandbars along rivers, sand and gravel pits, or lake and reservoir shorelines.

Reproduction – Nest in shallow holes scraped in an open sandy area, gravelly patch, or exposed flat. Chicks leave the nest only a few days after hatching, but adults continue to care for them, leading them to shelter in nearby grasses, and bringing them food.

Feeding Habits – Hover over and dive into standing or flowing water to catch small fish.

Range – Breed in isolated areas along the Missouri, Mississippi, Ohio, Red, and Rio Grande river systems. Their winter home is along the gulf coast and coastal areas of Central and South America.

The bottom line

Does the balancing act being done by the agencies and groups affect you? More than likely.

If

✍ you live near or depend on one of the four lakes for recreation or your livelihood — the lake levels could be higher or lower than normal as water releases are manipulated to protect the terns or their habitat.

✍ you care about endangered species or the interior least terns — concerted efforts of the agencies and groups could lead to long-term solutions.

✍ you use electricity provided by Southwestern Power Administration or the Oklahoma Municipal Power Authority — rates could be affected when power suppliers draw from generating facilities at other lakes in order to protect water levels at the lakes safeguarding the terns.



Concerns for the Terns
from
Water Resource Projects

<u>Action or Condition</u>	<u>Possible Adverse Impact</u>
Water releases from high pools	Innundate nest sites during the breeding period
Little or no water releases from normal or low pools	Expose nesting sites to terrestrial predators when islands landbridge
Pedestrian and motorized traffic recreating on larger sandbars	Damage or destroy nest sites
Vegetation encroachment	Change potential nesting areas
Fewer floods and reduced sediment	Gradual loss of sites
More watercraft and increased water-related recreation	Inundate sandbars when craft beach or create wakes
Low water and/or strongly fluctuating water levels	Reduce feeding areas or prey diversity

Corps Day camaraderie enjoyed by employees, family members, guests

A full day of festival fun and feasting marked the 227th anniversary of the Army and the 63rd anniversary of the Tulsa District. This year's theme of red, white and blue set the stage for a day of patriotic camaraderie shared by district employees and family members.

The June 7 Corps Day celebrations kicked off early in the morning with photo sessions for groups celebrating anniversary years. This was followed by the annual awards ceremony, during which several individual employees and team members were honored for their outstanding service and accomplishments during 2002.

Later that afternoon, Tulsa District employees and families celebrated Corps Day activities, including music by Karen Lichtenberg, HTRW Design Center, E&C Division, and her band; volleyball and softball; face painting; bingo and a patriotic parade at the Sands Springs park. A picnic lunch of Charlie's Chicken complete with beans, potato salad, cole slaw and cobbler was enjoyed, with drinks furnished by the CARE Council.



Spacecraft Invades Powerhouse

by Tom Henry, Eufaula power plant electrician

These “spacecrafts” began arriving May 29 after their long journey from the manufacturer, ASEA Brown Boveri in Pennsylvania. These ships are actually SF6 or sulfur hex fluoride switchyard breakers that were procured by the Tulsa District through a cooperative agreement with Southwest Power Administration.

SWPA has a multi-year contract with ABB for this type of breaker. Under the authority of the Economy Act, which authorized interagency acquisition and a Memorandum of Understanding with SWPA, SWPA procured the breakers for Eufaula. Funds came from a supplemental hydropower appropriation at the end of FY01.

These breakers require substantially less maintenance and are identical to the ones currently in use at SWPA’s switchyards thereby creating an additional source for spare parts should an emergency arise.

The new breakers will replace the seven power current breakers now in service at the Eufaula powerhouse. The old breaker’s are contained in an oil filled tank and are becoming more of a maintenance burden as they near the end of their service life.

Replacement of the breakers is scheduled to begin the second week in July and continue through August. This will be accomplished using the combined crews of Eufaula Powerhouse, the district crane crew, Electrical/Mechanical Support Section, and SWPA. The work will include disposal of approximately 30,000 gallons of insulating oil removed from the old PCB tanks, removal of the old PCBs, installation of the new SF6 breakers and reconnecting the high voltage bus and control circuits to the new breakers.



Switchyard breakers procured by the Tulsa District through a cooperative agreement with Southwest Power Administration.

Brittany Project to include Corps Lakes

by Martha Collar, Oklahoma Safe KIDS Coalition

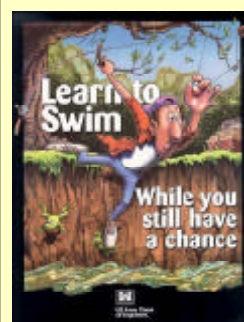
A successful program to loan life jackets to families who visit state lakes has been expanded to include 19 U.S. Army Corps of Engineers lakes around Oklahoma. For the third summer, visitors to Oklahoma lakes who forget to bring life jackets for their children can borrow them free of charge, thanks to a collaborative program involving state and federal agencies and water safety advocates.

In an effort to prevent drownings, the second-leading cause of fatal unintentional injuries to Oklahoma children, the Oklahoma SAFE KIDS Coalition is continuing the Brittany Project, its life jacket loaner program, at 16 state lake parks and 19 Corps parks. In 1999, SAFE KIDS, a program of the Oklahoma State Department of Health, piloted the program at Lake Thunderbird and its success led the coalition to expand the program across the state the following year.

Named for four-year-old Brittany Mobley, who drowned Memorial Day weekend six years ago and wasn’t wearing a life jacket, the program will offer free use of children’s life jackets at 16 different parks at the following Oklahoma lakes: Eufaula, Fort Gibson, Green Leaf, Keystone, Murray, Quartz Mountain, Tenkiller, Texoma, and Thunderbird. Life jackets are usually available on freestanding kiosks located on the beaches.

New this year, loaner jackets will be available at 19 parks owned and operated by the U.S. Army Corps of Engineers: Birch, Canton, Copan, Eufaula, Fort Gibson, Fort Supply, Heyburn, Hugo, Kaw, Keystone, Oologah, Pine Creek, R.S. Kerr, Sardis, Skiatook, Tenkiller, Texoma, Waurika, and Webbers Falls. Life jackets at these lakes will be available at the gatehouses.

In 2000, 25 Oklahoma children age 15 and under drowned — mostly in lakes. “A typical drowning scenario is when a family goes to the lake without life jackets for the children, and the adults have a brief lapse in supervision. That very brief lapse can result in a child’s death or irreversible brain damage,” said Martha Collar, coalition coordinator. She added that not a single child has drowned in the past two summers at lakes that participated in the Brittany Project.



Each year, approximately 6,000 people drown in the U.S.

Since most drowning victims had no intention of being in the water, and most people drown within 10-30 feet of safety, it is important that you and your family learn to swim. It’s also important to follow some simple but crucial guidelines if you’re going to be near the water.

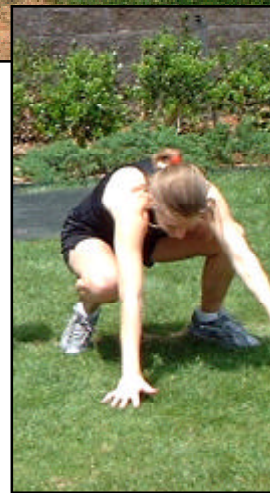


Tulsa District finishes 7th

Forty-six Tulsa District employees participated in the 17th Annual Saint Francis Health System Corporate Challenge, the nation's largest community-based corporate athletic competition. This year it hosted over 25,000 participants from 252 corporate teams.

Tulsa District's Corporate Challenge team members were: Craig Wright, Bret Cowan, Chris Kennedy, Dawn Knight, Rita Anderson, Laura Long, Connie White, Angie Short, Tammy Moreno, John Roberts, J.D. Stigall, Maj Dan Snead, Maj Rodney Davis, Everett Laney, Edward Mattioda, David Combs, Mona Wagner, Maria Wegner, Louis Voegelé, Terry Murphree, Zipporah Harbin, Lisa Samilton, Michelle Rhodes, Charles Wilson, Edwin Rossman, Karen Rubino, Mary Ann Duke, Michael Nance, Gene Lilly, John Wilson, John Wagner, Larry Hogue, Tim Hunt, Mike Calavan, Bill Powers, Steve Lucas, Jim Leach, Fred Kloeckler, Russ Wyckoff, Diane Cianci, Mike Southern, Ron Bell, Ahmed Majales, Albert Candelaria, John Carroll and Roy Long.

A big Thank You goes to Wallace Engineering and INCOG generously offered their tent and food at the last minute to allow the USACE team a place to meet and eat. The CARE Council



Top: Maj. Dan Snead #867 makes his way to the front of the pack in the one-mile race.

Left: Maria Wegner leaps to seventh place in the women's standing broad jump.

Right: Rita Anderson climbs her way to the top in the rock-climbing competition.



provided snacks, Gatorade, and water for the big track and field day.

Tulsa District employees placing 1st-4th

Volleyball - 4th - Team Captain Connie White

Women's Most Fit - 4th - Rita Anderson

5 Km Run - Men's -30 to 34 - 1st - Eddie Mattioda

- Women's - 50 to 54 - 1st - J.D. Stigall

Women's Softball - 3rd - Rita Anderson

Bowling - 3rd - Roy Long

Co-ed Cow Chip Toss - 2nd - Brett Cowan and Rita Anderson

One-Mile Run - Women - 29 and under - 1st - Rita Anderson

40 to 49 - 3rd - Mona Wagner

Men - 30 to 34 - 1st - Eddie Mattioda

50 to 54 - 4th - David Combs

Men's Archery - Arrow Points 160 - Everett Laney

Women's Archery - Arrow Points 80 - Laura Long

Coed Sprint Relay - 4th - Everett Laney and Zipporah Harbin

Co-ed Military Obstacle Race - 1st - Terry Murphree and Michelle Rhodes

Co-ed 400-Meter Relay - 2nd - Zipporah Harbin, Lisa Samilton, Terry Murphree, and Everett Laney

Interstate-40

Tulsa District Responds

Capt. Robert Corrales, U.S. Army Corps of Engineers

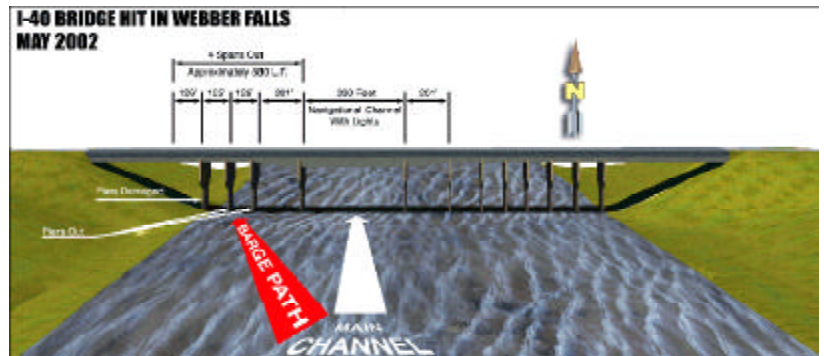
Sallisaw, OK —May 26 was a typical Sunday morning of an anticipated Memorial Holiday weekend. Anglers along the Arkansas River were enjoying a fishing tournament while the forecast of rain was just a hint upon the horizon. Two empty barges lashed side-by-side guided by the Robert Y. Love towboat were making their way up the Arkansas River.

The marine radio traffic at the Tulsa District's McClellan-Kerr Navigational office suddenly became frantic. Fishermen, upstream of the I-40 Bridge heard a loud bang, sort of a sonic boom, one described, then a huge puff of smoke, and dust, and crashes. Witnesses could not believe their eyes, cars careening off the bridge. Fishermen racing to the scene yelled to people on the banks, "Call 911!"

Lock operator Chris Drew looked at the clock - - 7:48.

Tulsa District's first response - teams assemble

At the Tulsa District Headquarters office, John Roberts, deputy district engineer for project management, notified the District Engineer – Col. Robert L. Suthard Jr. of the bridge collapse. Ross Adkins, Public Affairs officer was informed of the accident and



Graphic by Oklahoma Department of Transportation

immediately staffs the Public Affairs Office. Ralph Hight, chief of Operations Division, was dispatched to Webbers Falls to assist Dennis Johnson who would be the project manager of this disaster.

Johnson was in his pool when he got the call. Still wet, he grabbed a shirt and raced to the office to notify his crew and get radios. His plan was to get a survey boat, work barge, towboat, and rescue workers to the scene.

Powerplant superintendent Charles Wyckoff was just leaving his house to see his mother in Oologah, Okla., when he got Johnson's call. Detouring through Vian, Okla., Charles got on the survey boat



Towboat Robert Y. Love and two barges supporting the east side of the collapsed Interstate 40 bridge.

bridge collapse



Maintenance mechanic Troy James and Heavy Mobile Equipment mechanic Steve Graham on the Corps' work barge.

at Gore Landing with rangers Dan Baumann and Larry Prestien and headed to the scene. Navigation manager Gregory Barnes began calling dam operators upstream to shut down water flow to the accident site.

The survey boat equipped with multi beam sonar mounted on its bow would be instrumental in locating targets in the water giving divers a two-dimensional image by which to locate items in the water. In the days to follow, they would do an exhaustive search up and downstream for anything any glimmer of hope. The survey boat would operate from sun up to sun down, stopping only for fuel and maintenance.

Tenkiller Lake rangers Bill Mobly and Cathy Hendrix were working dayshift with the holiday crowd on Tenkiller. Carlton Bailey, another Tenkiller park ranger, was at home when he heard about the accident. His regular swing shift would not start until the middle of the afternoon, but Bailey did not wait. He reported to the Tenkiller Lake Office and began to prepare the work barge, while Mobly and Hendrix grabbed personal flotation devices, throw rings, and ropes to take to the accident site.

The trio, with the work barge in tow, departed for a ramp at Gore Landing to launch their vessel. Once the barge was launched the team headed to the bridge, as a boater yelled at them "Stay to the right!"

Tulsa District, Towboat captain Kelly Youngblood; mechanic Kenneth Wright; Joe Johnson, the primary crane operator and his alternate Colin Clark; mobile crane operator Doug Hart; river and harbor maintenance workers Bobby Perryman, David Key, Steve Graham, and Jeff Lacquement showed up, some in their Sunday clothes, coupled the towboat Mister Pat to the crane barge and sped upriver towards the bridge.

Public Affairs specialist Mary Beth Hudson arrives at the district office and begins responding to the steady stream of phone calls from the public and local, regional, national, and international media representatives.

Russell Holeman, Chief of Hydrology and Hydraulics Branch, was already at the district office monitoring the lake pools in Keystone, Oologah and Fort Gibson lakes. He and fellow engineers of the water control and regulatory sections had the task of juggling the flood pools of Tenkiller, Webbers Falls, Fort Gibson, Grand, Keystone, Eufaula, and Oologah, which feed the Arkansas River.

A storm was coming and the Corps had to hold back water from the bridge site. Southwestern Power Administration also reduced their outflow at the Eufaula Dam. At 7 a.m. releases at Webbers Falls just above the accident site were around 58,000 cubic feet per second or cfs, by 5 p.m. they were down to 38,000 cfs, and by midnight, 21,000 cfs.

9 a.m. - Rangers respond

As the rangers' work barge rounded the bend onto the Arkansas River, they were As the rangers' work barge rounded the bend about 9 a.m., they were stunned by what they saw. The radio traffic hadn't



Crane removing debris at the bottom of the Arkansas River downstream of the accident site. Continued on page 10

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said that both east- and westbound lanes of the I-40 bridge had collapsed.

It was obvious there would be no more survivors. The murmur of boat engines and human voices just seemed to add to an eerie quiet. There was no smoke, no fire, and no sirens. A green sheen of spilled fuel coated the river. Firefighters, rescuers, and divers waded in the water while crowds gathered on the riverbank and abutments.

A mangled vehicle stuck out of the water. A horse trailer lodged between the broken piers. The contents of a tractor-trailer floated in the water. A gray pickup truck with a smashed front end sat in the middle of the eastbound lane; the deck under it had dropped 10 or 15 feet when its support failed.

Ten feet in front of the pick-up, the east- and westbound lanes had folded and snapped, forming a ramp that disappeared into the water. A lone pier support stands sentinel over the shards of concrete and steel resting on the barges, its partner impaled on the hull of the vessel closest to the shore. The Robert Y. Love tugboat steadied this barge, while its companion lay pinned by the fallen spans.

11 a.m. - Towboat and barge arrive

Mister Pat and the barge mounted crane arrived at the scene. A second Corps boat, a Boston whaler ranger boat manned by seasoned rangers Robert Burnett and Larry Fears was busy maintaining order in the navigational lane. They kept other boaters away and ferried personnel to the barges, assisting the U.S. Coast Guard and Oklahoma Lake Patrol. The Coast Guard restricted river traffic for three miles up- and downstream of the bridge. The Oklahoma Department of Transportation requested the assistance of the ranger work barge to inspect the remaining bridge structures.

On shore, the crowd numbered about 100. Volunteers, firefighters, Oklahoma Highway Patrol, sheriff's deputies, divers, fishermen-turned-rescuers, and local businesses bringing food and water had gathered.

Crews were anchoring the barges. The Corps survey boat had started to work; the first task was to locate the gas line running along the river bottom before the Mister Pat could be secured.

By nightfall, the Corps' crane had pulled out three victims, one indistinguishable sport utility vehicle or minivan, and a pickup truck with trailer. The marine fleet crew, the survey boat, and crane continued working well into the night. The crew slept on the towboat and barge wherever they could find a place to rest.

Day 2 - Monday, May 27, Memorial Day-Recovery operations resume

Adkins arrives from a wedding in Houston, Texas to provide the district with an onsite spokesperson for the more than 40 media outlets that descended on the small community. He kept them abreast

Magnolia Marine Transport

June 3, 2002

Colonel Robert L. Suthard, Jr.

U.S. Army Corps of Engineers

Dear Colonel Suthard:

My name is Lee Lampton, and I am President of Magnolia Marine Transport Company. It was our Motor Vessel Robert Y. Love which struck the I-40 Bridge at Webbers Falls, Oklahoma.

I could write pages dealing with the loss of life; but over the years, I have found no words can make it better or change a thing. My heart and prayers go out to those who lost their loved ones. Maybe when I stand before the Lord, I will understand why things like this happen. What I can do now is try to focus on the positive things that can come out of crises like this.

During the search and recovery process, I had the opportunity to meet many people representing a number of federal, state and local agencies, as well as the private sector. Under the leadership of Captain Harris of the Oklahoma Highway Patrol, this group of people came together with a common goal.

I am writing you concerning the efforts of the people of the Corps of Engineers. Under the leadership of Dennis Johnson and others, your employees worked as if it were their loved ones who were lost. I wish I could identify everyone by name and each one's contribution, but that would be impossible. There were just too many, and no words could do justice to their efforts.

I've seen crises like this on TV, but have never personally been involved in one of this magnitude. I walked away with a number of thoughts and feelings. First, you should be very proud of your people at the U.S. Army Corps of Engineers; and, second, we all should be proud of our country because of the way people can come together for common causes, even if it's in a crisis situation.

Thank you for the Corps' effort.

Sincerely,

Magnolia Marine Transport Company

Lee C. Lampton

President



An Oklahoma City's Channel 9 reporter interviewing Ross Adkins at the Oklahoma Department of Transportation's Media center near Webbers Falls, Texas.

Continued page on 11

Oologah area office teaches water safety

April showers may bring spring flowers but stormy weather wouldn't detour Oologah Area Office rangers, Rob Mills, Tom Benenati, Jim Bowles, Glenda Vincent, Steve Sanders, Steve Armstrong, and conservation specialist Paul Shockley from teaching water safety during the annual Rogers County SAFE KIDS Coalition Safety Fair, April 27.

This year, the Rogers County SAFE KIDS Coalition used a carnival theme. Live music, Jupiter Jumps, and booths with every imaginable safety theme filled the Claremore Expo Center. Although stormy weather kept the rangers from setting up the popular homemade pond outside, they still reached over 3,000 children registered for the day's activities distributed water safety information and demonstrated the proper size and use of flotation devices.



Top: Tom Benenati and Steve Armstrong pass out water safety information during the Rogers County SAFE KIDS Safety Fair.

Left: Homer T. Smiles and Paul Shockley are all smiles during the event.

Pictures by Glenda Vincent

Continued from page 11

of the many Corps roles in the recovery efforts — from the crane being used to recover vehicles, to the survey boat making sonar images of riverbed "targets," to the efforts to hold water in lakes above the I-40 bridge and reduce river currents at the disaster site.

By midday, the weather took control. Lightning and rain prevent divers and operators from entering the water. At the direction of the National Transportation Safety Bureau, the Corps' crane was fitted with a clamshell scoop for recovery, eliminating the need for divers in the murky water.

By night's end, four more fatalities were recovered. During the official press conference, two more bodies were found.

Day 3 - Tuesday, May 28 – Fatality toll officially released

By 11 a.m. the fatality toll was officially released. Nine victims recovered - five females, four males - plus eight vehicles. A couple hours later, four more victims (two couples) were found, bringing the total to 13 victims.

One vehicle had an empty child car seat, but the child was still missing.

Flows downstream were down to 9,000 cfs.

Day 4 – Wednesday, May 29

Tulsa District's Terry Holt, Karen Lichtenberg, Micheal Diggs, and Little Rock District's Roger Howell of the Critical Incident Stress Management or CISM arrived. The disaster was a baptism by fire for Southwestern Division's new CISM team, which sent peer

supporters to help their fellow workers handle the continuous stress of the operation. Beth Cruzen supplied logistical support to the CISM team on site.

11 a.m. - Final victim found

A somber mood came over the entire recovery site, from boat-to-boat, barge-to-barge, and person-to-person. A solemn quiet prevailed. Some looked away, some continued quietly doing their task as the boat carried the missing passenger of the empty car seat to the recovery site.



Mister Pat's crew taking a brake from the recovery efforts.

Operations and Maintenance Notes

by Johnny Bell



Current O&M Construction

Work continues on the Eufaula tainter gate rehabilitation

Current contract completion date is anticipated in May 2002.

Keystone powerhouse re-roof

Notice to proceed was issued May 22. Anticipated completion date is in late September.

Texoma, Fort Gibson, and Eufaula power intake gate rehabilitation

Notice to proceed for Eufaula was given May 21 and anticipated the week of May 27 for Texoma with completion for all projects by end of Feb. 2003.

Miscellaneous road upgrades at Skiatook Lake, Twin Points Public Use Area

Roadwork is currently underway, which consists of replacing a large culvert, patching, and surface treatment.

Miscellaneous road upgrades at Copan Point Public Use Area

Roadwork is currently underway, consisting of total rebuild.

Miscellaneous road upgrades at Robert S. Kerr and Eufaula Lakes

The notice to proceed was issued May 22. The work will consist of patching and surface treatments at Afton Landing, Spainard Creek, Cowlington Point, Eufaula Dam access road North, Brooken Cove and Oakridge Park.

Oologah Project Office re-roof is underway

The project consists of replacing the built-up roof with a pitched roof system.

Upcoming Contracts

Miscellaneous roadwork at Texoma

The award of a \$1.7 million contract for road upgrades at various public use areas around Texoma Lake occurred May 22.

Canton Lake spillway lighting upgrade

Performance Oriented Construction Agreement contract actions are underway for replacement of wiring, control panels, lights, and removing of the tainter gate system.

Miscellaneous roadwork at Fort Supply and Waurika Lake

Bid opening for roadwork at these two project sites was June 4. Roadwork at Waurika will consist of patching, surface treatment, shoulder repair, and installation of parking areas along the embankment. Roadwork at Fort Supply will consist of patching, surface treatments of the embankment toe road, parking areas, and miscellaneous roads within Fort Supply Park.

O&M Studies

Birch Dam Safety Assurance Report was submitted in April to SWD with a recommendation for no further action.

Lake Kemp Dam Safety Assurance Report

Work continues on this study. Current erosion modeling techniques indicate the spillway will erode, contributing to the loss of the pool prior to safely passing the probable maximum flood. Economic studies are now underway and the development of alternatives to correct the problem. The Environmental Assessment is anticipated to get underway in July. The report will be submitted to HQUSACE by mid-March FY03.

Status of customer funded hydropower projects

Robert S. Kerr excitation repair is underway with installation scheduled to get occur in FY03.

Robert S. Kerr intake crane equipment control replacement was awarded in April 2002. Manufacturing of components is underway with installation scheduled in the first quarter of FY03.

Webbers Falls/Keystone excitation system repair best and final proposals went out in May.

The Broken Bow and Tenkiller Service Breaker Replacement contract is underway. Anticipated completion date is Oct. 5.

Save for your future



**To enroll, call Linda Robinson at
918-669-4975**

Employee Assistance Program

“The best way to lighten a burden is to share the weight.”

The Employee Assistance Program is a Tulsa District program for employees and employees family members. Each person may receive four free visits for any reason. If additional services are desired, referrals will be made to health providers relative to your specific health insurance benefits plan. The program is totally confidential.

Contact counselors
**Dr. David Smith and
Rosemary Priest**
918-747-1649

Congratulations

Christina Ostrander 2nd Quarter Customer Care Winner



Christina Ostrander, Programs and Project Management Division, is the Customer Care Employee for the 2nd Quarter for FY02.

Ostrander is a program manager who deals with a multitude of customers, including Fort Sam Houston/Camp Bullis, McAlester, and Fort Sill. According to her nomination, “she puts in long hours on a regular basis, staying late into the evening, insuring her mission is accomplished on time and to the satisfaction of her customers, while juggling the workload of two project managers.”

Ostrander’s customers rely on her technical knowledge, project management skills, and common sense approach to each issue.

Good Old Days

Retirees reminisce with friends and employees at luncheon

by Susan Satterfield, Public Affairs Office

“Every dam built by the Tulsa District was designed perfectly. We just had a few bad contractors,” joked retiree Reggie Kikugawa to Col. Suthard at the May 6 Retiree Luncheon.

Over 100 retirees spent the morning catching up with old friends, listening to an update from Col. Suthard, and enjoying good food at Ryan’s Steakhouse. Col. Suthard updated the retirees on the restructuring plan, the drought situation at Hulah, and the maintenance problems at the project offices.

A few employees also spent their lunch break at the luncheon, receiving warm hugs and stories of the “good old days” in the district. Many of the retirees worked for the district when it was a new rapidly growing organization, dams were under development and new exciting projects were taking place every minute.

“It’s hard for our group of vital, peppy retirees to believe most of our dams and the navigation system were built before a lot of the population was born. “Does anyone remember or even know how south Tulsa used to flood before Keystone Dam was built?” asked Fauneal Nash, retiree from Program Development. “It was so good to see everyone,” she added.





Tulsa District Safety Notes

Safe Summer Road Trips

The summer season is great for driving in your convertible with the wind in your hair, but it's prime time for construction zones, more cars on the road, and stalled cars with overheated engines. These are some tips to make your summer driving a breeze:

??Drinking and driving don't mix

According to the National Highway Traffic Safety Administration, three out of every 10 Americans will be involved in an alcohol-related crash.

??Blind Spot

It is crucial not to get into any driver's blind spot, especially an 18-wheeler driver's. Don't hang out in what is called the "no zone", the area where a truck or bus driver can't see you or your vehicle. Pass the vehicle or stay well behind it.

??Defensive Driving

Always drive defensively and expect the unexpected.

??First-Aid Kit

A travel first-aid kit can offer a quick bandage, tweezers, some gauze and tape. Consider tossing in some latex gloves and a facemask should you come upon a person in need of emergency help.

??Hydroplaning

Otherwise known as skidding in the rain.

Antilock brakes will help prevent a skid, but they are not foolproof. Slow down in wet weather.

??Owner's manual

Jumpstart your battery safely by following the rules in your owner's manual. Learn how to do other basic repairs, such as changing a flat tire. The owner's manual helps you and your car. This is where you'll find gasoline requirements, when to change your oil, milestones to visit the dealer, child safety seat guidelines, tire pressure, and a lot of other useful tidbits. Neglect is the most common mistake owners make when caring for their cars.

??Lights

Daytime running lights are becoming standard equipment on new cars and have been shown to increase safety, according to NHTSA. During daylight, your car's headlights are on at 60 percent of their low-beam brightness. As the sun sets, you will need to turn them fully on.

??Maps

Don't leave home without them. Know where you are going so you don't have to find a highway and drive at the same time. Join a motor club, and they'll provide free maps and even route your destination for you.

??Occupant Restraint

Wear your seat belt at all times. If you travel with children, be sure they're buckled in child safety restraints appropriate for their age. The National

Safety Council has joined with Daimler Chrysler, NHTSA, and others to form a nationwide toll-free number to help parents find child safety seat inspection stations. Call (866) SEAT-CHECK or visit www.seatcheck.org.

Two tips to remember: Be sure you sit 10-12 inches from an air bag, and put all kids 12 and under in the back seat.

??Phones

Pull off the road when you need to dial a call.

??Rest stops

Stop and take a break. Ask for a map showing where the next rest stop is on your route.

??Three-second rule

Keep your following distance by choosing a stationary object along the road, then count one-thousand one, one-thousand two, one-thousand three. Don't pass that object before you get to three.

??Vehicle safety kit

What's in your trunk? Be sure to include jumper cables, reflective triangles, a blanket, nonperishable food, flashlight, matches, and other various goodies.

Don't fall asleep at the wheel



A recent NHTSA report says that most crashes happen when people are alone and occur during late night/early morning hours. There have been 56,000 crashes annually in which driver drowsiness/fatigue was cited by police. Take a driving buddy, take regular breaks every two hours, and get a good night's sleep before taking a trip.

Tulsa District



Family News

Condolences

Mike Harris, Texoma Area Office, whose mother, Pauline Stapp, passed away June 16.

John Roberts, deputy, Programs and Project Management Division, whose father, John Hershel Roberts, passed away June 16.

John Miles, contractor inspector/maintenance, Keystone Lake, whose daughter passed away June 13 due to complications associated with childbirth. The baby is fine.

Maggie Hellwege, Equal Employment Opportunity office, whose mother, Marianne Palmer, passed away June 10.

Susan Trussell, HTRW Design Center, whose mother, Sheila Rehbein, passed away June 3.

C. B. Hamilton, Engineering Construction Division retiree, passed away May 26.

Rick Hedrick, chief, Contracting Division, whose father, Gene Hedrick, passed away April 23.

Loren Mosier, retiree of the Hydrology Branch passed away April 24. Mr. Mosier retired from Hydraulics in 1985 after 20 years of service with the Corps.

Congratulations

Hazel Davis, HTRW Design Center, whose daughter, Rita Thompson, former Corps employee, gave birth to a baby girl June 14. Rita and her husband Roy, are the proud parents of Maeci Lou Thompson.

Thank you note

Thank you for allowing me to take this means to thank each one of you who had a part in planning and executing the last retirees brunch several weeks past. It was fun visiting the fellowshiping with each one of you. The ladies looked the same from 30 years past but I didn't recognize the guys because all of you looked so old. Seriously, all of you are family to me. We shared grief and joy each with the other for which I am grateful. The happy memorable memories I have of you will linger long in my heart as I journey along life's highway.

"Our" Commander Col. Suthard was super. I say super because he saw a nerd in me but tolerated my weird ways. Again, it was good being with each one of you. I left the restaurant that day with a warm fuzzy in my heart.

Aloha Ke Akua
Reggie Kikugawa
Structural Engineer

Deepest Regret



Tim Hunt



Tim Hunt, a native of Fairfax, Okla., a Tulsa resident since childhood, and Tulsa District's chief of Logistics passed away while working at the District Headquarters Saturday, June 15.

Family and friends knew Tim for his wonderful sense of humor and as an avid golfer and OU and Tulsa Ice Oiler fan. His love for his wife, children and grandchildren was unconditional and he was a great friend to all those who knew him.

Part of Our Hearts Forever

*Could we ever forget your sparkling eyes
or the way you brightened each day,
or your smile which is etched in our memories,
so you're never far away?
Could we ever forget those priceless moments?
The answer, of course, is never.
For you were part of our lives for a brief time,
but you'll be part of our hearts forever.*

Author Unknown

"... Tim's dedication to the Corps, the nation, and his family were second to none. I, as I am sure all of you, will miss Tim greatly. Our thoughts, sympathies, and prayers go to Tim's family during this time of grief. Our lives have been blessed by his presence."

Bob Suthard

In the memory of...



Pat Patterson

Robert D. Patterson was a native Oklahoman and a registered professional engineer who worked for the Corps of Engineers for more than 43 years.

Patterson was involved in the construction of Army air bases; the Red River Arsenal; the Wichita/Valley Center; Kansas flood control projects; and Canton, Heyburn, Oologah, and Keystone dams prior to 1964.

In 1964, Mr. Patterson became a true “river rat”. He was assistant resident engineer for construction of W.D. Mayo and Robert S. Kerr Locks and Dams, and after construction was completed, he stayed on to become the assistant area engineer at the Robert S. Kerr Area Office. In that position, he shared responsibility for operation and maintenance of the five locks and dams and the 150 miles of navigation channel of the McClellan-Kerr Arkansas River Navigation System in the Tulsa District.

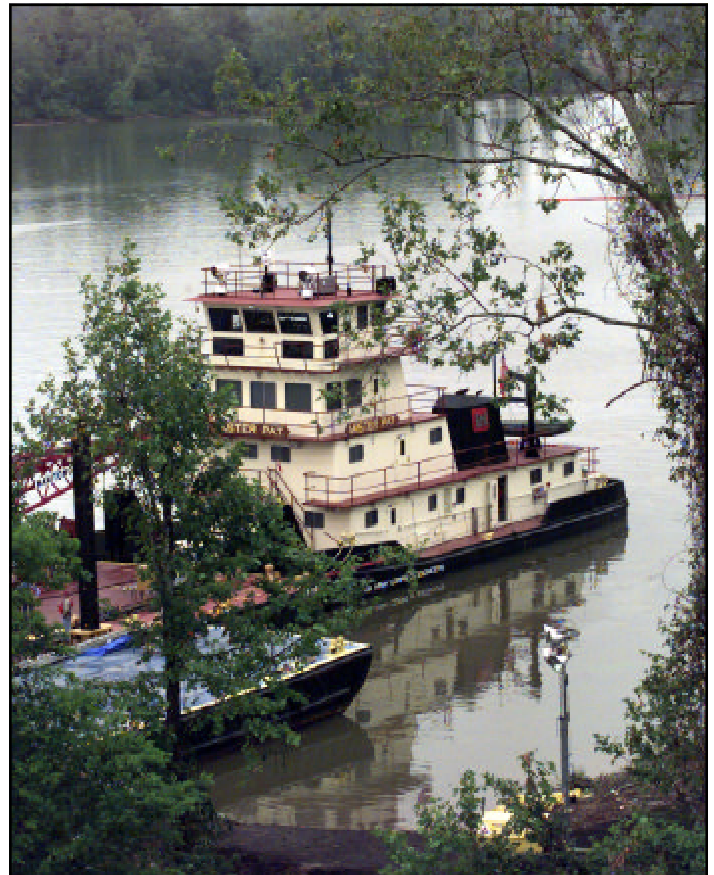
As the Tulsa District dredging expert, he was personally involved in and responsible for the dredging work in his portion of the navigation system. Patterson was recognized for his outstanding work in solving many problems inherent in placing a new navigation system in operation and keeping it navigable despite shoaling problems and other abnormal conditions.

Patterson was also commended for his ability to deal with contractors in obtaining timely and quality work and for his contributions toward correcting and modifying contracts before serious problems developed.

Patterson’s efforts were acknowledged in January 1979 when he was awarded the Department of the Army Commander’s Award for Civilian Service. Mr. Patterson passed away at the age of 70, Nov. 7, 1986. His peers had such respect for Mr. Patterson that they never referred to him as “Bob” or “Robert”. He was and always will be “Mister Pat”.

During the 25th Anniversary celebration of the McClellan-Kerr Arkansas River Navigation System, the Tulsa District received their new towboat designed by the Marine Design Center and built by Orange Shipyard of Texas. The vessel is 84 feet in length and powered by two inboard Caterpillar motors with 1,350 horsepower. The new towboat was christened June 29, 1996, as the “Mister Pat” in memory of Patterson.

Today, the “Mister Pat” and its crew are responsible for maintaining Tulsa District’s 150 miles of navigation channel with five lock and dams of the McClellan-Kerr Arkansas River.



The towboat “Mister Pat” working at the Interstate-40 Bridge accident site, May 27, 2002.